

# SOUTH DAVIS COUNTY TRANSIT DEIS

## West Bountiful Sub-Committee Meeting No. 1 - Summary

**Project:**  
South Davis County Transit DEIS

**Meeting Purpose:**  
West Bountiful Sub-Committee Meeting No. 1

**Meeting**  
2:00 p.m. to 4:00 p.m.  
February 15, 2007

**Location:**  
West Bountiful City Hall

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**Attendee**

Angelo Papastamos  
Keith Hall  
Kim Clark  
Jacqueline Jensen  
Dan Noziska  
Colleen Lavery  
Megan Taylor  
Jonathan Larsen  
Michael Eggett  
Alan Malan  
Bryce Bangerter  
Cheryl Searle  
Dave Tovey  
Wendell Wild (representative)  
Dave Jelmini  
Randy Lloyd  
Rich Hullinger  
Roger Wray  
Roy Johnson

**Representing**

UDOT  
Carter & Burgess  
H.W. Lochner  
H.W. Lochner  
H.W. Lochner  
Carter & Burgess  
Carter & Burgess  
Fehr & Peers  
Sub-Committee member  
Sub-Committee member  
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Sub-Committee member

**Meeting Summary:**

**Project History**

K. Clark began by giving a brief overview of the South Davis Transit Study DEIS. She explained that the South Davis Transit Study will follow on from two transit studies previously under taken for this region. These include work undertaken by the Legacy Parkway Community Planning Information Committee and a Feasibility Analysis undertaken by the Wasatch Front Regional Council (WFRC). She noted that while the South Davis Transit Study will consider the work that has been previously undertaken, it will not necessarily be built upon the findings from these studies. It was noted that the outcome of the WFRC Feasibility Study did not gain consensus from all of the affected communities.

**Study Area**

The north and south limits of the study area are 400 South in Downtown Salt Lake City to the US-89 / Legacy Parkway / I-15 Interchange in Farmington. The east and west limits of the project are Legacy Parkway / I-215 to the mountain range / State Street.

### Public Involvement Process

K. Clark provided a brief overview of the public involvement process. She explained that each of the sub-committees will assist the project team in the following tasks:

- Define Goals and Objectives
- Document Existing and Future conditions
- Develop a Purpose and Need Statement
- Create Evaluation Criteria
- Identify and Screen Alternatives

Representatives from each of the sub-committees will attend the regional workshop meetings. These workshops aim to bring together ideas and information collected during the sub-committee meetings and other community outreach activities and develop regional transportation solutions. K. Clark outlined other outreach activities that have been incorporated into the project including a project website, open community meetings etc.

### FTA Process

K. Hall provided a brief overview of the Federal Transit Administration (FTA) Process. The FTA is responsible for assisting transit agencies throughout the United States. While the FTA provides some fixed funding, funding is also awarded on a nationally competitive basis. Therefore transit projects in Utah will compete with projects in other states for funding. The FTA process is rigorous and well defined. It focuses on specific areas including ridership forecasting, cost effectiveness and community consensus. K. Hall explained that one of the purposes of the South Davis Transit Study is to ensure eligibility for this funding. In keeping with FTA's process, Phase I of the South Davis Transit Study will include an Alternatives Analysis process and identification of a Locally Preferred Alternative. Phase II of the project will include the development of the Draft Environmental Impact Statement.

### Identification of Needs Exercise

Following is a list of needs identified by the Farmington Sub-Committee members, grouped into general categories.

#### General Traffic

- There is a speed issue on surface street traffic from 2200 North to 1100 West to 500 South
- Frontage road extension from land fill to Parrish Lane in Centerville
- 800 West going south to 400 North to I-15 is congested in the morning

#### East – West Access

- 800 West to 400 North to I-15 is very busy in the morning
- East/West congestion on 400 North (800 West through 500 West)

#### Transit Connectivity

- Too much time taken to use different modes and stops
- Too much time is taken to get to locations that are in close proximity to final destination
- Shuttle or circulator bus routes may help link rail and commercial districts in West Bountiful and Bountiful
- Access to airport on transit is an issue and a direct airport connection is needed
- Bus-rail connection (how do I get where I want to go if I take the train?)
- Need a local/regional system to minimize cars at the station (consider bus service to commuter rail station)

#### Pedestrian / Bike / Trails

- 1950 North (East/West) will tie to Legacy Trail – Millcreek (East/West)
- Extensive planned trail system, i.e. A-1 drain trail, Davis Country storm drain (Millcreek), 1200 North, Rail trail, Legacy trail
- Far walk to stop is a limiting factor for transit
- Bus-trail interface is needed at trail access points
- ADA access across railroad tracks is needed
- Trail development to connect with Legacy trails and park and ride commuter stations
- Foot and bike traffic access to transit station (park and ride) is a concern with existing traffic flows in the area

#### Access to Commuter Rail Stations

- Legacy Interchange Development needs service that connects East/West to commuter rail
- Future park and ride lots are needed East/West on 500 South (800 West through 500 West)
- Poor access to rail stations
- West Bountiful will partner for a Transit Oriented Development at Woods Cross Station
- 700 West replacing 800 West through Holly Oil may improve access into station
- Need a separated crossing to commuter rail at 700 West and Millcreek (North/South road)
- Need to expand to include park and ride and bus access into stations
- Security and time issues come up when getting to and from park and ride lots

#### Bus Stops

- Make bus stops ADA accessible
- Existing sidewalks are good, but bus stops are often below grade and are difficult to access

#### Bus Service

- Poor coverage with bus system, need more direct service on better routes (2 separate routes)
- Limited number of buses and difficult to get around mid-day
- Bus patrons have increased and many times buses are full
- Frequency of existing service and longer travel time is a problem
- Reliability is an issue with buses (frequent breakdowns)

#### 500 South (East/West)

- 500 South from 500 to 1100 West to I-15 has congestion in the evening
- 500 South will be a gateway to West Bountiful at Legacy with commercial or institutional development
- Making a left turn onto and from 950 West to 500 South (Business Park access)
- Legacy may generate traffic on 500 South
- Stop lights at Redwood Road and 1450 West (new road) will further congest traffic on 500 South
- The intersection at 700 West and 500 South is unable to handle traffic flows
- Congestion on 500 South into rail station limits access
- 500 South and I-15 interchange is a choke point
- 500 South and 500 West intersection is a bottleneck
- Commuter rail and 500 South will be a bottleneck

#### Downtown Proximity

- Buses may be more time effective/convenient than a train to Downtown Salt Lake City (10 minutes by car)

### Future Transit Needs and Opportunities

- Equestrian facility and residential areas at 400 North near Legacy may create more traffic
- Expanding of mostly retail commercial development at 500 West (Gateway to Clear Water)
- Transfer of development rights will be used to focus denser development along 500 South with residential focus along Legacy
- Transit alignment on 500 West to serve commercial and community
- Future transit line East/West access is an issue if proposed route along 200 West is put in place

### Identification of Goals and Objectives Exercise

Following is a list of Goals and Objectives identified by the West Bountiful Sub-Committee members:

- Keep traffic in main corridors
  - 500 South and 500 West
  - Use good street lighting
- Increase bus service
  - Covered bus stops
  - Better coverage, timing (only 3 in morning, 3 at night), increase number of buses, more options
  - 800 West and 1100 West
  - Bus service growth on 200 West
  - Bus service to downtown Salt Lake City
- Preserve rural atmosphere while providing services to community
- Education and outreach for transit services
- Possible park and ride within church parking lots
- No toll on Legacy
  - Allow trucks on Legacy in the future
- Mode Options
  - Improve void of transit within the center of community
- Maintain east/west traffic along 500 South while still accessing north/south
- Better transit through region to improve traffic flow (minimizing number of cars)
- Improved access to Bountiful (500 South, 400 North, Pages), especially with the number of trains
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- Creative ways to get people to transit hubs
  - Smaller vans could be used to bring people to central locations

### Future Meetings

Roger Wray, Bryce Bangerter, and Dave Tovey will represent the West Bountiful Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on April 17<sup>th</sup> from 2 :00–4:00 p.m.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, West Bountiful Sub-Committee Members